



24           **WHEREAS**, during this time, the Lamar Crossing was combined with the  
25 Bowie Underpass project negotiations; and

26           **WHEREAS**, in 2014, City Council approved amendments to the HDR  
27 engineering contract and authorized staff to negotiate and execute an agreement  
28 with UPRR for the Bowie Underpass project with a spending cap of \$2.2 million;  
29 and

30           **WHEREAS**, the engineering plans for the Bowie Underpass project were  
31 largely completed in 2016; and

32           **WHEREAS**, between 2015 and 2019, due to changes in personnel and new  
33 demands from UPRR, negotiations proceeded intermittently, and by August 2021,  
34 City staff concluded that UPRR’s final proposed terms for the agreement posed  
35 significant legal and financial obstacles, leading the negotiating team to terminate  
36 the pursuit of the Bowie Underpass; and

37           **WHEREAS**, this project was vital to providing safe and contiguous  
38 connectivity for all ages and abilities to access downtown from the south of Lady  
39 Bird Lake via the Pfluger Bridge; and

40           **WHEREAS**, additional barriers to safe pedestrian and bicycle passage exist  
41 through the Seaholm District to downtown; and

42           **WHEREAS**, the Cypress and Shoal Creek Public Space Strategy, developed  
43 by the Shoal Creek Conservancy in partnership with the Downtown Austin  
44 Alliance, the City of Austin, and Ten Eyck Landscape Architects, provides a  
45 compelling vision for making this area safer, more accessible, and better  
46 connected, and the Bowie Underpass serves as a key pillar to this framework; and

47           **WHEREAS**, the Project Plan of the Seaholm TIRZ approved in March 2009  
48 included improvements to:

- 49           • Repurpose of the historic Seaholm Power Plant.
- 50           • Construct street infrastructure connecting Cesar Chavez Street and Third  
51 Street.
- 52           • Provide open space for pedestrians traversing the Seaholm District and a  
53 plaza at the center of the project, and;
- 54           • Provide a connection from the Lance Armstrong Bikeway to the planned  
55 Pfluger Bridge Extension and Bowie Street Underpass.”

56           **WHEREAS**, Cypress and Shoal Creek Public Space Strategy proposes  
57 projects consistent with this Project Plan as well as the Seaholm District Master  
58 Plan; and,

59           **WHEREAS**, in 2019, Council approved Resolution No. 20190808-075,  
60 directing the City Manager to:

- 61           • review the Cypress and Shoal Creek projects and make a recommendation  
62 relative to the overall prioritized needs of the City;
- 63           • work in partnership with the Shoal Creek Conservancy and the Downtown  
64 Austin Alliance, and to streamline City processes, wherever applicable;
- 65           • include an update on the progress of the Seaholm Intake Facility restoration  
66 project; and
- 67           • conduct a feasibility and financial analysis of the Cypress and Shoal Creek  
68 projects, Seaholm Intake Facility, as well as other appropriate projects  
69 within and proximate to the Seaholm TIF District and other considerations;  
70 and

71           **WHEREAS**, in an October 2019 staff memo, staff stated that an  
72 interdepartmental team had been formed in response to Resolution No. 20190808-  
73 075 which included the Public Works Department, Parks and Recreation  
74 Department, Finance, and Economic Development Department; and,

75           **WHEREAS**, in January 2020, staff issued a responsive memo in which they  
76 reported that additional analysis was needed, including the Cypress and Shoal  
77 Creek project’s relative importance within the Urban Trails Comprehensive Plan  
78 update, as well as additional information about the Seaholm District TIRZ and  
79 other potential funding mechanisms; and

80           **WHEREAS**, according to the response provided to FY 19-20 Council  
81 Budget Question #127, formed in 2009 to ensure the development of the Seaholm  
82 area in conjunction with the Master Development Agreement, “the Seaholm TIF  
83 Fund was established to account for property and sales tax revenue that is collected  
84 in Seaholm TIRZ No. 18. [...] the terms associated with the TIRZ state that the  
85 City of Austin will contribute 100% of its tax increment to support \$20.4 million in  
86 infrastructure improvements;” and

87           **WHEREAS**, according to staff’s response, the Seaholm District TIRZ is  
88 scheduled to end September 30, 2043, or when all project costs and/or debt  
89 repayments have been paid; and

90           **WHEREAS**, upon termination of negotiations with UPRR for the Bowie  
91 Street Underpass, City staff stated that they would develop recommendations for  
92 TIF18 Board consideration to reallocate the remaining \$6.6 million in project  
93 funding for this project; and

94           **WHEREAS**, removing the Bowie Street Underpass project from the  
95 spending plan requires a TIRZ Plan amendment approved by the TIRZ Board,  
96 which is composed of the members of Austin City Council; and

97           **WHEREAS**, prior to the Bowie Street Underpass project being identified as  
98 the preferred strategy to accomplishing safe connectivity from the Pfluger Bridge,  
99 other strategies were considered and may remain viable options achieving the same  
100 objective as the underpass; and

101           **WHEREAS**, as Project Connect and IH-35 begin construction, alternate  
102 forms of safe mobility will be critical to relieving anticipated downtown and  
103 regional congestion, and the dire need for new arterials and multimodal pathways  
104 must be implemented in a timely manner to provide meaningful mobility  
105 alternatives; and

106           **WHEREAS**, in 2013, members of the Dutch Cycling Embassy visited the  
107 City of Austin during SXSW to share political and technical inspiration regarding  
108 sustainable transport, especially cycling, and Dutch solutions for shared spaces,  
109 bicycle traffic and parking; and

110           **WHEREAS**, the Netherlands provides a timely case study for the US and  
111 the City of Austin, as the progressive network of an advanced cycling  
112 infrastructure evolved from a confluence of challenges arising in the mid to late  
113 70's-- a high number of traffic casualties, particularly among children, an oil crisis  
114 that made automobile traffic cost prohibitive, and several grassroot movements  
115 calling for change; and

116           **WHEREAS**, as additional TIF funding becomes available, new and  
117 expanded investments could be made in the Seaholm District to promote  
118 connectivity and multi-modal mobility; and

119           **WHEREAS**, traffic congestion, rapid growth, advancing major construction  
120 projects and a looming climate crisis underscore the need for Austin to begin  
121 valuing and funding alternative forms of mobility that are as robust, interconnected  
122 and safe for all Austinites in an expeditious manner; **NOW THEREFORE**,

123 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

124           The City Manager is directed to immediately identify any previous  
125 alternatives proposed that would achieve the objective envisioned by the Bowie  
126 Street Underpass.

127 **BE IT FURTHER RESOLVED:**

128           The City manager shall coordinate, in a manner mindful of COVID  
129 protocols, with relevant stakeholders in a timely manner, including but not limited  
130 to the Shoal Creek Conservancy, the Downtown Austin Alliance, the Bicycle and  
131 Pedestrian Advisory Councils, the Downtown Austin Neighborhood Association,  
132 the Old Austin Neighborhood Association, the local chapter of the American  
133 Institute of Architects, and other relevant stakeholders to review any past  
134 alternatives as well as propose any new alternatives for achieving the purpose of  
135 the Bowie Street Underpass in the Seaholm District Plan.

136 **BE IT FURTHER RESOLVED:**

137           The City Manager is directed to identify any existing and future funding  
138 from the Seaholm TIF, unallocated programmatic funds associated with previous  
139 mobility bonds, or other sources that could be used to complete a recommended  
140 alternative to the underpass and other recommended improvements proposed in the  
141 Cypress and Shoal Creek Public Space Strategy's plan to create a complete and  
142 connected multi-modal project of the quality of the Pfluger Bicycle and Pedestrian  
143 Bridge and the Lady Bird Lake Boardwalk.

144 **BE IT FURTHER RESOLVED:**

145 The City Manager is directed to review the Dutch Cycling Vision to ensure  
146 that all future bicycle and pedestrian projects embrace this vision of a robust,  
147 interconnected, and integrated network, with special focus on improving bicycle  
148 and pedestrian “highways” as well as amenities such as bicycle lockers and racks  
149 at train stations to facilitate the first and last parts of longer journeys.

150 **BE IT FURTHER RESOLVED:**

151 The City Manager shall also inform Council about whether any available  
152 funding identified through this process could be used for other purposes, including  
153 homelessness services or housing.

154 **BE IT FURTHER RESOLVED:**

155 The City Manager is directed to report back to City Council no later than  
156 December 18<sup>th</sup>, 2021.

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159 **ADOPTED:** \_\_\_\_\_, 2021 **ATTEST:** \_\_\_\_\_

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Jannette S. Goodall  
City Clerk